Charge of Murder of Captain Fraser, of the Sea Witch—A Mystery at Sea.

UNITED STATES CIRCUIT COURT.

Before Hon. Judge Ingersoll.

SECOND DAY.

Dec. 20.—*The United States vs. Sylvanus C. Spencer.*—Doctor Prolaska was recalled to the stand, and his direct examination continued by the District Attorney. (A piece of wood and marlin spike produced.) This piece of wood is from the head of the berth of Captain Fraser, where his head lay; there was white lead on the head of the marlin spike; I tested the white substance which was on the head of the marlin spike with acid, and found it to be white lead. (Shirt produced.) This shirt was delivered to me at Rio by Mr. Scott, the United States Consul; I had a conversation with Spencer about that shirt on board the ship, coming home; he asked me, did I not recollect him shaving himself before he got to Rio; I said I did; he asked me if I did not recollect him cutting himself; I said I did not recollect his cutting himself; Spencer said that he did, and that was the way the spot of blood came on the shirt which Mr. Scott had sent home; this is the shirt Mr. Scott sent home.

To Mr. Fullerton—Spencer was not present when Mr. Scott gave me the shirt.

Mr. Fullerton objected to the testimony. The Court overruled the objection.

Witness to the District Attorney—I think this is blood upon the shirt; this is the shirt Mr. Scott gave me; Spencer usually wore a Panama hat before the Captain's death; I don't recollect seeing him wear it after the Captain's death; after the examination Spencer was put in double irons.

Q. What occurred after that? did he attempt to commit suicide? A. He had a wound, and I heard he did.

Mr. Fullerton objected to the testimony.

The Court thought it was not legitimate, and that it was no evidence that a man was guilty of the crime alleged against him because he attempted to commit suicide.

Mr. Bebee contended for the admissibility of the question.

The District Attorney—About 12 or 12½ o'clock that night, did you hear the Captain call? (Objected to as leading.)

Q. After 12 o'clock that night and after the captain retired, did you hear any voices? A. I did.

Q. Where did those voices come from? A. The captain's stateroom.

Q. Did you recognize any voices? A. Yes, I recognized the voice of Mr. Clark, the second mate, and the voice of Capt. Fraser; it was after that I was awakened by the second mate to ask me what the time was.

Cross-examined by Mr. Dunning—I was very much excited after this occurrence; I was apprehensive on the Tuesday after the occurrence of the previous Sunday that I should lose my reason; I communicated my apprehensions to Mr. Clark and Mr. Spencer, and told them in case it should occur how they were to treat me; I never heard of any voices between the Captain and Spencer, except on the one occasion; there was nothing that Spencer could do that he did not do to assist me; I did not go on deck after nightfall after the captain's death; I remained in the stateroom.

Mr. Dunning was examining the witness as to the condition of the ship, when it was objected to.

Witness continued—Spencer had a book after the Captain's death; it was a legal book, containing instructions for masters of vessels; Spencer made inquiries as to whether the Captain was likely to recover.

Q. When he asked you if you thought the Captain would recover his senses, did he accompany it by any other remark? A. He said he hoped he would recover his senses, in order that he might be able to tell who did it.

Q. Did what? A. Committed the murder; Spencer afterwards suggested to me that we should arm ourselves.

Q. For what purpose? A. To protect ourselves against the murderer or murderers, whoever they might be; I communicated to Spencer my suspicions as to who committed the murder, and I suggested to him that those persons should be arrested, and that an examination should be had.

Q. What reasons did Spencer give for not holding an examination, or not arresting those persons? A. The only reason I recollect is, that he said something would leak out, by means of which we would be able to taxen it on the right person.

Q. Don't you recollect that he also said that it might be dangerous, and might lead to insubordination on the part of the crew? A. When we were getting in Rio several signals were displayed at half-mast, and among them, Maury's signal that a murder had been committed on board; Spencer made the remark the morning of the occurrence that if the captain did not get better the ship should be put ashore; I do not think she had been out about before 8 o'clock that morning; I complimented Spencer for the manner in which he had taken the ship into Rio against wind and tide.

Q. Did you not take him by the hand and say to him that you loved him? A. No, sir; I said it was possible the captain would survive four or five days; Spencer said if the wind was fair they might get into Rio in that time; there was a calm boy, named Jim, on board; he did not return with us—he went on with the ship; he used to clean the captain's clothes and boots; the captain was very severe on him; he used to punish him severely; he was a bad boy and deserved all he got; I recollect the captain beating the cabin boy with a whip the very morning before the captain's death; there was another boy, named Tom, on board; the captain used to punish him severely; I recollect the captain leaving the table, before his death, to punish Tom; it was within a week before his death; I was in the cabin; Tom was forward, and I heard his cries; I did not see any blood, or the effects of the punishment on him; I did not hear Tom or the cabin boy make any threats against the captain.

Q. Did you ever hear any of the crew make threats against him? A. Not to my knowledge; I remember when we were about two weeks out from New York that Spencer struck the second mate on the forehead and cut him; he bled profusely; the acid I used was iodine of potassium; the effect of that is to throw down a yellow precipitate; I would not like to swear that Spencer wore the Panama hat within a week before the occurrence.

Q. You have said the captain was a strict disciplinarian—do you recollect his punishing any of the crew soon before his death? A. He punished a man named Blacksmith, a man named Goold, the boy Tom, and, I think, a man named Davis; I recollect, the Sunday evening previous to his death, the captain had been punishing a man with a marlinspike, and when he came down to the cabin he told me he fell on deck while punishing the man, and sprained his middle finger; I recollect on that same Sunday evening the mate were kept without bread at their supper; I do not know of Spencer giving directions to the carpenter to make a box for the body; I told the carpenter to do so; I do not know that the captain made a request to Spencer, as he did to me, to take his body home in case of his death; a slung shot would produce the wounds described, as well as a marlin spike.

Q. Did not the captain, on the morning of the 5th, endeavor to get out of the berth he left more than once? A. He attempted twice; he did not get out of the berth before 8 o'clock, and before his head was dressed; these marlin spikes are very common on board vessels of that kind.

Re-direct by the District Attorney—Explain why you did not go on deck after nightfall; (Objected to and ruled out.)

Witness—The window spoken of is a dead light port; there was an act of disobedience after the captain's death; one of the men was charged with breaking open a chest; there was no act of revolt or refusal to obey orders; the boy Jim was about 12 years; he is with the ship in China; he was not put in irons, he waited on the table; Jim slept between decks; Tom was about 16 or 18 years; he slept in the forecastle; he was discharged in Rio; the blacksmith was also discharged in Rio after the examination; the second mate always took charge of the deck during his watch.

Q. By Mr. Dunning—You say that the blacksmith was discharged—was he not sent to a lunatic asylum? A. I do not know that he was; he was not of sound mind; he was half witted.

To Mr. McKeon—He was the butt of the ship.

To Mr. Dunning—Tom was about five feet, and stout for his size.

Q. You state there was no difficulty after the captain's death. Do you not recollect one time ordering some men to go up, that you thought Spencer was attacked? A. Not to my knowledge; we were taken aback, and I asked Mr. Clark, the second mate, to go up on deck.

Charles Mellea deposed—I was one of the officers of the Sea Witch; I was third officer; from 12 to 4 on the 4th of June it was Mr. Clark's watch; from 4 to 8 it was Spencer's watch; from 8 to 12, Brown's; I was on the watch with Mr. Spencer; there were twelve men in that watch; Binny was in that watch, do did was not; Moretts and Smith were in it; they all took their watch with us, and remained till 4; Venables was in the watch; Spencer's position was on the quarterdeck; Binny was on the lookout; the watch was quiet; I can't say if there was a light east during that watch; if there had been, it was the chief mate's duty; it is usually cast every two hours; from 3 to 4 o'clock, by order of the mate, we clewed up the foretop gallant sail; Spencer left the deck three times between 2 and 2½ o'clock; he remained below time enough to light his segar and come up again; he was absent between 2½ and 3 o'clock; I saw him go down the same way, the steps leading from the main deck to the hurricane deck; he was then absent ten minutes; from 3½ to 4 o'clock he went down again, and was away three or four minutes; I was down in the cabin three times during the watch; the first time was at 2 o'clock.

Q. What lights were then burning? A. The pantry light was burning and the binnacle light; there was no other light in the Captain's room; there was no light; I could see from the pantry into the Captain's room; I saw nothing but that the light was out; I went down again at 3 o'clock to get a segar; I then saw nothing; the same lights were burning; at eight minutes before 4 o'clock I went down again; the same lights were burning; I did not hear any groans.

Q. Had you at any time during the voyage heard any altercation between the Captain and Mr. Spencer? A. Yes; the first was at Quarantine, about Mr. Spencer altering the ship; I did not hear their words; I saw their motions; I remember they had some words when Spencer struck Clark, and they had a few words before that; I can't remember the particular time; there were some rows very often between them after that; on the evening of this occurrence I recollect they had some words; I could not hear them; at 4 o'clock I did not leave the deck, but I went below to call Clark, the second mate; at that time I did not know anything had happened the Captain.

Q. Did you see Spencer when you went down at four o'clock? A. Yes, he went to call the captain while I was calling Clark; Spencer went down the port side to call the captain; I did not meet him below. [Describes on the diagram where Clark slept.] I went down the hatch to between decks to call Clark, who slept below; when I went down I did not see any lights; I afterwards saw light moving around, and I asked Spencer what was the matter, and he said "some one had murdered the captain;" he was standing on the main deck, between the house and the hatch; he did not say anything else but that some one had murdered the captain; it was then dark.

Q. After four o'clock did you see Mr. Spencer wash his hands? A. Yes, sir, he washed them at six o'clock on the deck; he washed them three times; I did not see him wash his hands before that; I did not see him hold his hand out; it was fine weather, a moonlight night, and clear as a bell; I did not see when the lights went out; the main deck hatch could see when the lights went out.

The court took a recess for quarter of an hour.

On re-assembling, the witness was further examined by the District Attorney.—I asked Mr. Spencer what was the matter in the cabin, and he told me the captain was murdered; it was in answer to my question as to what was the matter in the cabin that Spencer told me the captain was murdered; I went again to Mr. Clark and told him that the captain was murdered; Mr. Spencer did not tell me to go to Clark; there was no act of insubordination after the captain's death.

Cross-examined by Mr. Dunning—Q. What was the character of the crew? A. They were about the worst crew I ever sailed with.

To Mr. Bebee—I mean as to seamen.

To Mr. Dunning—As seamen they were a bad crew, but as to conduct as men, they were tolerably good; I have been twelve or fourteen voyages; I am twenty years of age; Spencer could not have thrown out the log while I was down below; I had not seen Spencer go down before I went down the first time; when Spencer went down I can't tell whether he went into the cabin or into the hurricane deck; after he descended the stairs he went out of my sight, and I did not see him until he came; I could not see from one end to the other when standing up, but you could see if you stooped down; the view would be obstructed about ten feet down; the poop deck is about 3½ feet above the hurricane deck; a person standing up could see about as far as the main hatch; any person on the forecastle had the same means of access to the cabin as the persons from the hurricane deck; if the man on the lookout was looking as he should, he could not see any one coming up from the forecastle; there would be no difficulty in a person coming along the deck from the forecastle without being seen by the man at the wheel; the captain had punished Binny and the boy, and two or three others; there are two or three here who were punished; the rest are gone in the ship.

Q. How was Jim punished? A. Well, he was punished every morning (laughter); he was punished with a whip; he deserved it; he was not a bad boy.

Mr. Dunning—He was not a bad boy, and yet he deserved to be punished every morning? A. He was not a bad dispositioned boy; the captain directed himself to be called at 4 o'clock; after Spencer went below to call the captain, I heard him call the steward.

Q. Did you ever hear Binny make any threats against the captain? A. He was put in irons, and after he was let out he said he would leave marks on the captain that would remain to his death; that he would be revenged; that was three or four weeks before the captain's death; I recollect that the captain had the blacksmith "triced up" on two occasions; he was suspenced from a beam by the hands with his toes touching the deck; the blacksmith was sent to the hospital in Rio; I do not know that he was insane; after the captain's death, Spencer told me and the second mate that we had better arm ourselves; the morning after the murder Spencer told me and the second mate to go forward and look at them in their countenances, and see if there was any blood in their clothes; we did so, and reported to Mr. Spencer that we could not see anything; after this I suggested to Mr. Spencer that some one or two of the men should be put in irons; that was four or five days after; I remember something of setting the main royal that night or the night after, during Spencer's watch; it was about six o'clock next morning when the vessel was put about for Rio; it was just about the break of day.

Edward Madison, (colored man,) examined by Mr. Joachimssen, deposed that he was steward on board the Sea Witch; the doctor and mate used to mess with the captain; heard some words between them on the 4th of June; the captain told him he was no seaman; also heard the captain say, if he wanted any fighting, he would give it to him either on shore or on board; the captain also told him that if they fought on deck, either he or the mate should go overboard, and perhaps both of them; the mate was going up on deck at the time; about 11½ o'clock I took the binnacle lamp down to the pantry to trim it; I saw the captain in his berth at the time; I did not go down again until four o'clock; the chief mate (Spencer) called me; the lights were all out; Spencer said to me, "Hurry, steward, and get a light;" I asked him where the lights were; Spencer said he did not know—that they were all out when he came down; I put my hand into the pantry, and got my lamp; it was hanging in its usual place; I lit the lamp as soon as I could get hold of the matches; Spencer went for the doctor; I told the doctor I had better call the carpenter; I tried to turn the captain over; I could not do it, and I said I had better call the carpenter; I did not see Spencer touch the captain.

Q. Did the mate ask you for water? A. He didn't ask me for water, he asked me for a basin; that was before daylight; after I called the carpenter, Spencer staid at the captain's door for ten minutes; he then went on deck; I remained there half an hour and left the carpenter and the doctor in the captain's room; the cook slept in the next berth to me, between decks; I don't remember what hat Spencer wore at that time; Spencer had no light in his hand when I met him in the cabin; he had a hat like the Panama hat produced; I do not know whether he wore it after the captain's death; the lights generally burned till daylight; the boy Jim slept down stairs with me and the cook; he was in his berth that night; he had carried a message from the captain to me; I saw him in his berth at 4 o'clock; when I went up for the carpenter I came back as quick as possible.

Cross examined by Mr. Fullerton—I never was present at any other dispute between the captain and Mr. Spencer; the mate only came to the hatchway to call me; the captain got up at the time he mutinied; I heard the doctor tell Mr. Spencer how much laudanum he was to give him (the doctor) in case he got crazy; I don't recollect seeing the doctor after that on deck after nightfall. Q. did you not see the doc or take Spencer by the hand and congratulate him on the masterly manner in which he brought the vessel into port, and at the same time thank him for being the means of preserving his life? A. I did not.

José Henrique Leitao, a Portuguese, examined through the medium of an interpreter.—Was a seaman on board the Sea Witch; was on Mr. Spencer's watch; was at the wheel from 12 to 2 o'clock, Spencer was on deck from 12 to 2, but he went below three times by the stairs on the port side; it was not possible to see where he went when he went below; cannot fix the exact time that Spencer first went down, but think it was after 12; (witness explains some things he did while the mate was away;) when he came up he had nothing in his mouth; he went down again in about a quarter of an hour, and remained four or five minutes; he went down a third time and stepped about as long; the Italian took the wheel at 2 o'clock; the mate did nothing but walk the deck; could not see from the wheel more than five or six feet on the deck; it was dark, and I could not distinguish any one on the hurricane deck; it is generally customary to throw the log just before they change the man at the wheel; it is generally done near by the wheel.

Q. Had Mr. Spencer generally a quiet or an active watch? (Objected to.)

Q. Was there any change of sail during the time you were at the wheel? A. No; it was blowing a fresh wind.

Q. Was there any order given by the mate in your hearing from 12 to 2 o'clock? A. I did not hear the mate give any orders, nor see him speak to any one; when I was relieved I at the wheel, I went to the long boat and lay down on some sails and slept till the watch was over; Bill Davis was on the look out until 2 o'clock; I think it was Binny who took Bill Davis's place; I did not see anybody walking about the hurricane deck while I was at the wheel; when at the wheel I could see the reflection of a light from the cabin.

Cross-examined by Mr. Fullerton—At 2 o'clock, when I left the wheel, I went immediately to the long boat and lay down; I have before sat down and went to sleep; I was in Spencer's watch from New York to Rio.

Antonio Morcotti, an Italian, examined through an interpreter, deposed—That he was at the helm from 2 till 4 o'clock. Q. Could you see the light reflected from the cabin? A. The only light the man at the wheel can see, is in the binnacle; Mr. Spencer was not on deck all the time I was at the wheel; he went away about three times; I saw him go down by the port side; I can't say how the mate was dressed; I can't say what kind of a hat he had on; the first time he went down he was about five minutes down; about 3 o'clock he went down and was there about fifteen minutes; the third time he went down was about half past three; he remained away half an hour, because when he came up he told me to strike the bell (4 o'clock); I did not see the log thrown while I was at the wheel; all three times the mate went down the same stairs; from two to four I saw none of my watch; I think they were asleep; from twelve to two I was asleep myself; when the watch were called they answered the bell and went to sleep.

Cross-examined—I cannot say whether Mellea, the fourth mate, went down; I could not see; the first time Spencer came up he was eating a piece of bread; the second time he had a segar in his mouth; I did not see anything in his mouth the third time he came up.

John W. Clark, second mate, called to the stand.

Mr. Fullerton said, in order to save time, he would not dispute what had been already proved.

Mr. McKeon said there was something new in the testimony.

Witness then deposed to his having seen the captain that night, and got certain directions from him; it is the duty of the officer to cast the log at every four bells and every eight bells; I was not present at any disputes between the captain and Mr. Spencer; it was always my duty to be on deck, when the first mate (Spencer) was below. Witness then went on to detail the circumstances of his being called, his going to the captain's room, and seeing him in the condition described; he then ran on deck, and saw Spencer and Mellea standing against the house; Mellea said there was one man absent from watch for two hours, and that he had not been there to pump the vessel; he said that was Binny, and I suggested to have Binny arrested and put in irons; neither Mellean or Spencer said anything to that; in the morning Spencer looked awful.

Mr. Fullerton objected to the witness giving his opinion of the looks of Mr. Spencer.

Q. What was the condition of Spencer in the morning?

Mr. Fullerton objected. If Spencer was excited, it was quite natural that, with the command of the vessel being suddenly thrown upon him, and a murderer or band of murderers on board, a change of countenance, a tremor of the voice or pallor of the face was quite natural under such a state of circumstances, and it would be a disgrace to the administration of justice to let such appearances be given in evidence against him.

Mr. Bebee contended for the right of the prosecution to show the appearance of the prisoner.

The Court agreed with the counsel for the defence, that the appearance of the prisoner should not be weighed against him, but at the same time it was competent to come, though he should say it ought to have very little weight with the jury.

Q. What was Spencer's appearance the next morning? A. On the night of the 5th he had a pair of brown pantaloons on; he had not them on in the morning; I have seen the Panama hat; it belonged to Mr. Spencer.

Q. How did he look? A. He looked pale; I can't tell what hat he wore next morning—(shirt produced)—I saw this before; I took it out of a bag in Mr. Spencer's room; the Corporal of Marines and myself took the shirt, the pantaloons and the hat out of the bag; the shirt is in the same condition, but a little more torn; when I got the pantaloons they smelled of turpentine; there were dirty clothes in the bag; I saw Capt. Lang come out of Spencer's room with a marlin spike; I can't swear that this is the one; there are many more like it.

The Court—Were the marlin spikes common on board? A. There were not more than nine on board; those that were not in use were kept in Mr. Spencer's room; there was something about a shoe string between witness and Spencer one day; witness said he lost one, and Spencer said he found it; I believe he put it in his shoe.

Mr. Fullerton asked what had this to do with the case? they were not going to hang a man with a shoe string.

The District Attorney said that its importance might be proved yet.

Cross-examined.—I got up in two or three minutes after I was called; while I was putting on my shoes Mellea came the second time and told me that the captain was killed; when I went to the captain's cabin I put my hands on him; I did not feel any blood; when I went on deck I asked Spencer and Mellea if they knew who did it, or if they had missed any one from the watch; I do not know if the steward and carpenter had been to the captain's room before; I believe they went there after.

Q. Was there any difficulty between you and Spencer? A. There was a little; it was about a fortnight before the captain was killed; I do not know what it was for.

Q. How did he punish you? A. He knocked me down with a marlin spike, and I do not know what it was for; I did not tell the captain; the captain heard of it; it was spoken of in Spencer's presence; I said to Spencer that I would have satisfaction, but that I would neither use a marlin spike nor a belaying pin; I never said I would take his life.

Q. Did you not think it hard that you should have been knocked down? A. I did at the time; I have thought nothing of it since; I did not think of it more till you asked me; Spencer was in the habit of changing his clothes; it was in Rio that we got the clothes out of the bag; Captain Lang was at the bag, and he called on me to take charge of it; it was on deck when I saw it first.

Q. Did I not understand you to say before that you got them in the bag in Spencer's room? A. No; I said it came out of Spencer's room; I did not see the bag come out of his room; I don't know where they got the bag from; Captain Lang gave the bag into my charge; I gave the bag to the Corporal of Marines, who gave it in charge to a marine, who kept his eye on it; the shirt I saw at the Consul's in Rio; nothing had been taken out of the bag; turpentine is used on board for paint and several purposes; we might go a whole passage and not have occasion to use it, or we might have occasion to use it several times; I did not hurt my hand before the captain died; some days after his death I injured it by knocking off some of my finger nails; I did not call the steward to trim the binnacle lamp during my watch; he did not trim it; he could not trim it without my knowing it, because he would have to take it away.

To the District Attorney—When I was called the steward passed up before me for a minute or two; after the steward passed up, McKea came the second time and told me the captain was killed.

To Mr. Fullerton—I spoke to Spencer about putting in irons the person who was missing on the watch the last two hour; nobody else.

[The shirt, hat and pantaloons were here exhibited to the jury, and the District Attorney gave notice that he would subject them to an analyses to ascertain if there was blood on them.]

Frederick Hanson deposed that he was a carpenter on board the Sea Witch; the captain and Spencer used to have a row almost every day; the steward and doctor were in the captain's room when I went in; I turned him round in his berth; I asked the captain didn't he know me, and he said he felt very uncomfortable; Spencer was there and he asked me, "Is he giving it to me?" or something like that, I couldn't rightly hear; I told Spencer the captain was insensible; that was about eight o'clock; Spencer came down again about ten o'clock; Spencer had a black Kossuth hat in his hand; I remained with the captain until he died, except while I was at breakfast; Spencer did not do anything all that time to assist the captain; the doctor said to Mr. Spencer that he should bring the men in to see the captain, that we might see their countenances.

Q. What did Spencer say to that? A. He objected and said he was as nervous as any of them, and he was not in a state of mind to judge of them; I asked him to tell the men of it, but he did not; when I first laid hold of the captain he was as still as possible; the doctor washed him and bandaged him; he tried to tear off the bandages, but I was watching him; he tried to get out of bed and I told him to lay still.

Cross examined—I did not attempt to desert at Rio; I objected to go the voyage until the captain gave me $5 more.

Q. Did you never say that if you went that voyage you would take the captain's life? A. No, sir; I know a man named Hubble and his wife, I never said so to them.

Adjourned.

American Geographical and Statistical Society—Lecture of Major Sears.

The small room of the Society, in the New York University, was pretty well filled last evening by a highly respectable and intelligent audience, who assembled therein to hear the unusually interesting and instructive lecture of Major Sears on "Submarine Explorations." The subject was a good one, and was treated in an able manner by Major Sears, who is possessed of all the qualifications necessary for a lecturer—an ample knowledge of the matter treated, a clear and distinct pronunciation, and a graceful delivery.

At 8 o'clock Judge Bradford introduced the Major to the Society. It would be impossible to do justice to the lecture, without giving it in full. He confined his remarks to the diving bell, and commenced by alluding to its general importance in a commercial point of view, by affording facilities for the exploration of harbors, &c., and then briefly reviewed the several improvements from the time of its invention that have been made upon the diving bell, explaining the difficulties which divers formerly experienced in aquatic experiments, by the imperfect regulations for the supply of a sufficient quantity of air for breathing purposes, the imminent peril to life occasioned by the detection of the bell from vertical to any position approaching to the horizontal, and non-provision of means of communication by voice from the bell submersed in the water to persons above the surface. After dwelling on the numerous fertile expedients attempted to do away with the dangers, and supply the deficiencies which existed in the construction of the diving bell, and explaining the method by which air used to be furnished to the divers in descending by lowering barrels of air, &c., and Sweaton's plan of attaching tubes in connection with an air pump to the bell, by which fresh air could be admitted and impure air allowed an easy exit, the lecturer proceeded to show how Sweaton, in 1789, brought the diving bell to its present perfection—by constructing what he called the nautilus—so named from the circumstances of its having some characteristics in common with that animal. The nautilus is made of the lightest material available, and is provided with an apparatus for filling two chambers with air or water, by means of which, without any pulling from above, the bell is either raised or lowered. Perfect arrangements are made for speaking to those above the surface of the water. The sub marine armor was next taken up and the two varieties explained at great length. The lecturer explained the difference between the open and the closed sub-marine armor. The former consisted merely of a brass helmet, open at the base, supplied with air by means of a tube at the top connecting with a pump above the surface. This was subject to great dangers. The closed armor was more perfect, consisting also of a helmet (brass) and a large india rubber covering for the whole of the body, which was joined to the helmet. A supply of air was furnished in the same, as with the open armor.

Several diagrams, illustrating the various descriptions of diving bells, and a number of the machines themselves on a small scale, were exhibited, with which the Major performed some very interesting experiments, particularly agreeable to the ladies, who rewarded the lecturer with their kind smiles and approving looks. With the ordinary diving bell and the nautilus Major Sears showed their adaptabl ity for laying the foundations for lighthouses, raising wrecks, pearl and coral fishing, and demonstrated their power in raising or lowering great weights. During the lecture he amused the audience with several ludicrous anecdotes, which added greatly to the interest of the evening.

On concluding he was vehemently cheered, and a vote of thanks was proposed and passed upon him, for the high intellectual treat he had afforded the society.

FIGHTING INDIANS WITH BLOODHOUNDS.—A correspondent of the New Orleans *Picayune* gives an account of a fight between Sam Jones, a notorious desperado of Texas, and fifteen of the Lipan Indians. He was in his cornfield when they made their appearance, but managed to escape, with an old German, into his cabin. The Indians soon surrounded the house with hideous yells. The old man had but little ammunition, and was, of course, conscious that every shot should tell. When the Indians would attempt to break in the slight door he would shoot, and while he was loading the German would keep them at bay, by pointing an unloaded gun at them through the crevices of the house. They managed in this way till the outside of the house was bristling with arrows, aimed at them between the logs, and the old man's powder had given out. At this moment the Indians retreated a short distance to hold a council. The besieged availed themselves of the chance to get the assistance of a dozen bloodhounds that were confined in an outbuilding. Under cover of the two unloaded guns, Mrs. Jones liberated the dogs. Here was a reinforcement the red scamps had not calculated upon, and in the twinkling of an eye five of the Indians were *hors du combat*. The balance came to the rescue, and soon shot all of the remainder of their arrows into the dogs, and beat a retreat, bearing their wounded, beating off the dogs with their bows, their buckskins in tatters, and blood streaming from every one of them. After the fight, the field exhibited one dead Indian, three dead dogs, sundry pieces of buckskin, mingled with clotted masses of Indian flesh, hundreds of arrows and pieces of bows.

THE FEMALE SAILOR IN PHILADELPHIA.—We stated in yesterday's *Inquirer* that a female sailor had been found on board the ship James Ray, bound to Liverpool, which had to put back because of a deficiency of ballast. Her name is Emma Barns. She was born in Moscow, Me., in the month of May, 1835. In 1855 she married a man named Pa Lard, at Lowell, Massachusetts, and by him had one child, which is now living with her sister, in Maine. Her husband deserted her and went to sea, and she determined upon seeking him; so about eighteen months since she shipped at Boston as a cook, on board the ship James Montgomery, and went to New Orleans, from whence to Havana, and then to Boston. At the latter port she shipped on board the schooner Jas. Flanner, for St. John, N. B., returning to Boston in the same vessel. She then shipped in the schooner Silver Horn, for Picton, again returning to Boston. The schooner Dew Drop being bound on a fishing cruise, she shipped on board of her, but left her in the Gut of Canso, and went on board the brig Elmira, bound to this port. On her arrival at this port, she took board at one of our sailor boarding houses, and shipped off on board the Jas Ray, after having incurred a considerable board bill. Prior to her joining the Jas. Ray, she performed the duties of cook and steward on board the crafts upon which she had embarked, but always assisted in attending the fore sheet and performing such other duties as usually fall to the lot of male cooks.—*Philadelphia Inquirer, December 19.*

The Turf.

SOUTH CAROLINA.

COLUMBIA, Dec. 15.—Match, $5,000, two mile heats. Thomas Puryear named ch. h. Charley Ball, by Wagner, dam Magnolia, 4 years old..... 1 1

Daniel McLamiel named b. c. Frank Allen, by Hawkins' Priam, dam by Trustee, 3 years old..... 2 2

Time, 4:22—3:47.

Second Race—Purse $700, four mile heats. Murphy & Hunter named ch. f. Nannie Lewis, 4 years old, by imp. Glencoe, dam Motto..... 1 1

Thomas J. Woolfolk named ch. f. Floride, by Wagner, dam Anna Watson, by Glencoe, 4 years old. 2 2

Time, 7:30—7:49.

Obituary.

ROBERT H. GRIFFIN, Esq., of Savannah, formerly Grand Sire of the Grand Lodge of Odd Fellows of the United States, and a prominent Mason, died in that city on the 13th inst., in the prime of life, of congestion of the lungs. Col. Griffin was a graduate of Brown University in Rhode Island, a lawyer by profession, and at the time of his death Clerk of the United States District Court at Savannah.

MARITIME INTELLIGENCE.

Movements of Ocean Steamers.

FROM EUROPE.

Steamer.	Leaves	For	Sails.
Hermann	Bremen	New York	Dec. 5
Pacific	Liverpool	New York	Dec. 15
Pacific	Liverpool	New York	Dec. 15
Arago	Havre	New York	Dec. 19

FOR EUROPE.

Baltic	New York	Liverpool	Dec. 26
Asia	Boston	Liverpool	Jan. 2
Arago	New York	Havre	Jan. 12

FOR CALIFORNIA, &C.

Illinois	New York	Aspinwall	Dec. 22
Northern Light	New York	Punta Arenas	Dec. 24
Calahoba	New York	Hav. and N. O.	Dec. 26
North Star	New York	Hav. & N. Orl'ns	Jan. 2

STEAMERS TO AND FROM HAVANA.

ISABEL—From Charleston 19th and 4th, due at Havana 23d and 7th. From Havana 10th and 25th, due at New York 17th and 1st.

CRESCENT CITY—From New York 24, arriving at Havana 8th and New Orleans 10th. From New Orleans 20th, Havana 23d, due at New York 28th.

EMPIRE CITY OR NEW GRANADA—From New York 17th, arriving at Havana 22d and New Orleans 25th. From New Orleans 5th, Havana 8th, due at New York 13th.

BLACK WARRIOR—From New York 9th, arriving at Havana 14th and New Orleans 17th. From New Orleans 25th, Havana 27th, due at New York 2d.

☞ *All packages and letters intended for the* NEW YORK HERALD *should be sealed.*

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	7 20	MOON SETS	morn 5 37
SUN SETS	4 36	HIGH WATER	morn 6 57

Port of New York, December 20, 1855.

CLEARED.

Ship Mandarin, Perit, Melbourne—Goodhue & Co.
Ship Flyaway, Sewall, San Francisco—Skiff Brothers.
Ship Driver Holberson, Liverpool—D Ogden.
Ship R L Lane, Lahana, Havre—Lane, West & Co.
Ship Donau (Hem), Trautman, Hamburg—E Beck & Kunhardt.
Ship Aristides (Brem), Felkhusen, Akyab—Rodewald Bros.
Bark John Sahers (Old), Schweichel, Bremen—Hennings, Muller & Gosling.
Bark Matilda, Sundberg, Antwerp—Funch & Meincke.
Bark Princeton, Seeley, Demarara—Master.
Bark Paul Boges, Dzier, Havana—J W Elwell & Co.
Bark Sea West, Havana—Aguire & Galway.
Bark J Colby, Monroe, Gardners Key—Cartwright & Harrison.
Brig Minerva (Old), Hogeman, Havre—Stanton & Ruger.
Brig Jas Wallace, Upton, Para—Corning, Bento & Co.
Brig Florence, Fickel, Neuvitas—Thos Owen & Son.
Brig Sutton, Joy, Trinidad—Bostock & Benjamin.
Brig Triumph (Br), Dowsley, Halifax—Strouver, Kohl & Klugkist.
Schr Adonis (Br), Cochran, Windsor—J S Whitney & Co.
Schr Forest, Brown, Jacksonville—Thompson & Hunter.
Schr Yorktown, Wogion, City Point—J Hunter & Co.
Schr Nightingale, Hull, Baltimore—Lord & Quereau.
Schr E J Pickup, Pickup, Philadelphia—Jas Hand.
Schr Rue Lance, Fletcher, Portland—G L Hatch.
Schr King Fisher, Strahan, Boston—G L Hatch.
Schr Paynetuh Rock, Lacy, Boston—Master.
Schr Ophir, Peck, Boston—Wadleigh & Hows.
Schr Stranger, Fisher, Wareham—J H Havens.
Schr E F Burton, Blakeman, Bridgeport—Master.
Propeller Thomas Swann, Greene, Baltimore—Cromwell's Line.
Propeller J F Winslow, Morehouse, Philadelphia—J & N Briggs.

ARRIVED.

Ship Rhine, Doane, London and Isle of Wight, Nov 12, with mdse and 290 passengers, to Grinnell, Minturn & Co. Have had strong Westerly winds most of the passage. Off Nantucket, exchanged signals with ship Emperor, bound W.

Ship Leader, Hubbard, London, Oct 27, with mdse and 180 steerage passengers, to Grinnell, Minturn & Co. Have experienced a succession of W and NW gales nearly the entire passage. Nov 1, John Harding, seaman, was washed overboard, it blowing hard at the time, with a rough sea, could not save him.

Ship Stephen Crowell, Burgess, Liverpool, Nov 22, with mdse and passengers, to master. Sd inst, lat 46 26, lon 46 12, saw a ship supposed to be the Leila, bound W; 5th, lat 44 55, lon 45, spoke ship Fanny Whitney, 8 days from Boston for London.

Ship West Point, Mulliner, Liverpool, 31 days, with mdse and 150 passengers, to Grinnell, Minturn & Co. Experienced heavy weather the latter part of the passage, been 14 days W of the Banks, with heavy Westerly gales.

Ship R Robinson, Robinson, Liverpool, 32 days, with mdse and 45 passengers, to Snow & Burgess. Experienced heavy weather; been 18 days W of the Banks. Dec 7, lat 42 40, lon 69, in a gale from W, carried away fore yard, foretopsail yard, and lost sails. Dec 10, August Missell, seaman, of Hamburg, fell from the maintopgallant yard overboard and was lost.

Ship Old Colony (of Boston), Hodge, Liverpool, Nov 1, with mdse, to master. Have had heavy Westerly gales most of the passage.

Ship Linda, Melcher, Liverpool, Nov 15, with mdse, to G S Stephenson. Experienced very heavy Westerly gales on the passage.

Ship Lizzie Harward (of Bath), Delano, Havre Oct 22 with mdse and 235 passengers, to Post, Smith & Co. Have encountered a succession of Westerly gales on the passage; been 30 days W of New Foundland, and lat 40, lon 65, spoke ship Neptune, from Liverpool for New York; 17th, in a dense fog, the V went ashore on Nantucket South Shoals, where she lay for 24 hrs, when she was got off; lost the boat and sprung a leak, but received no other damage.

Ship Lorin Stevenson (Br), Wethodt, Hamburg, 57 days, with mdse and 166 passengers, to W F Schmidt & Co. 10th inst, off Sable Island, spoke ship Andrew Foster, from Liverpool for New York. Have experienced heavy gales on the passage, started outwaster, split sails, &c.

Ship Diadem, Webber, New Orleans, 10 days with mdse and 1 steerage passenger, to W T Frost. Have had some heavy weather; lost maintopgallant yard.

Bark Col Ledyard, Beckwith, New Orleans, 12 days with mdse, to Eagle & Hazard. Sailed in company with ship Pacific, for New York.

Brig Ocean Bird, Boyd, San Juan, Nic, 40 days, and Key West, 20 hrs, with hides, &c to C Durand. The O C put into Key West in consequence of the crew being sick. Have experienced heavy N E gales during the passage.

Brig Pocahontas (Br), Brown, Turks Islands, 20 days, with salt, to Boome & Dinsdale. Experienced heavy weather on the passage. Last night, while beating up the Bay, was run into by a market sloop, which stove in our larboard bulwarks and done some other damage.

Brig Wheat or (of Gosport), Perry, Jacksonville, 8 days, with lumber to Minturn & Co; passed to Thompson & Hunter. Sailed in company with schr Maria, Kelchum, for Philadelphia.

Schr Emeline Chester, Brown, Philadelphia.
Schr Triumph, Brown, Philadelphia.
Schr Treasurer, Whipples, Philadelphia.
Schr W H Young, Lewis, Philadelphia.
Schr Gertrude Horton, Pendleton, Rockland.
Schr Arno, Steele, Dis h.
Schr E F Lewis, Berry, Portland.
Schr Samuel Gilman, Berry, Portland, Me.
Schr Lacon, Beaver, Boston.
Schr Lewis, Crowell, Boston.
Schr Santiago, Hodgson, Salem for Philadelphia.
Schrs Mary C Wheeler, Wheeler, Salem.
Schr Kenneth, Booker, Newburyport.
Schr Elizabeth, Chase, Connis.
Schr Sarah McDonald, Hall, Harwich.
Schr Sarah Elizabeth, Cosse, Gloucester.
Schr Willis Putnam, Crane, Provincetown.
Schr Martha Jerome, Warren, New Bedford.
Sloop Thomas Wallace, Rix, Milford, Del.
Propeller Concord, ——, Philadelphia.

BELOW.

Ship Devonshire,